

SOUTH PRODUCTION NOTES

**April 22, 2014
Morning Shift**

**BASF EMPLOYEES
40 Last Recordable
290 Last Lost Time**

- 1. Work notification written (934095090) for #1 Extruder – again**
 - a. Keeps kicking out (70 amps)**
 - b. Check cooling water – barrel is cool but at die plate is very hot**
 - i. Creating the large amount of fines?**
 - c. Work notification for gear box still outstanding**
- 2. All cartridges on #3 Filter receiver have been switched over**
- 3. Trimer ORP set at 275**
- 4. The South Screener has been taken apart – maintenance can have it now**
- 5. All Cu-0860 is now all Lot 150 (33 bags – including bag at #2RC)**
 - a. With the exception of bag at calciner, all bags in South Pole Barn.**

#1 MED / AL-3992:

No milled recycle needed per engineer. Work notifications written for oil leak at gearbox on the extruder (4/8/14). Please note that the MOD and MI inserts listed have the correct number (JMP 3760P83F). Additional work notifications written for continued issues with extruder constantly kicking out (worked on and fixed on 1st shift 4/21/14 MV.), and for mixer outlet valve passing powder to pulva when powder is dropped from hopper.

Day shift: Waiting on repairs to extruder control panel, and still need maintenance to look at/address mixer outlet valve sealing issue (powder passing through to pulva). If these items are corrected, instructions are to make 4 batches using 2 lbs less acid in batch (Kristen should have entered this information in the MOD and also needs to discuss with oncoming CRTs).

Afternoon Shift: Maintenance working on discharge to mixer late on 2nd shift. We can start up after this is done.

Midnight shift: Made batches per instructions but stopped extruder after two batches. Extruder STILL kicking out – another work notification written. Samples collected.

#1 RC / AL-3992:

Calciner running

Day shift: Started back up. Continue to gather and weigh fines, and report these in the green sheet. Also, check-weigh the fines to verify scale integrity at #1 RC.

Afternoon Shift: Continued to feed until about 9pm and then ran out of feed. Getting a lot of fines. The engineer knows this.

Midnight shift: Feed hopper full of material. Was never completely emptied.

Exhaust to Trimer

#2 MED line/ Cu-0860:

On hold...out of recycle. Work notification on #2 Viron East flow meter still outstanding (RAND 4/7/14) - per the engineer, we can run with low flow. Before starting this line again we need to make sure that the #2 DC is emptied – alarm going off tonight a couple of times.

Day Shift:

Afternoon Shift: On hold.

Midnight shift: On hold.

#2 RC/ Cu-0860:

Continue when material available.

Day shift: Out of feed

Afternoon shift:

Midnight shift: Out of feed. All Cu-0860 in pole barn with exception of bag at calciner.

All lot 150 as requested.

Exhaust to F1

#3 MED line / D-0704:

Breaker repaired, continue batches.

Day shift: Line stopped, need to change out Vac-U-Max filter separator bags.

Afternoon Shift: Cartridges found and are being changed late on 2nd shift.

Midnight Shift: Cartridges were changed on midnight shift. Line was re-started.

#3 RC/ D-0704:

Currently feeding. We need to keep track of the weight on the fines drums as they are filled up – need to add the weight to the green sheet. Need to weigh each bag and record its weight on the log sheet by the scale at the East side of building 31 on the first floor.

HEPA filter for the CTO was changed (4/17/14 M.V.). Keep an eye on the DP for this.

Day shift: Continue feeding. CTO operating normally. Move any calcined bags to 3rd floor as space permits.

Afternoon Shift: Continued feeding.

Midnight shift: Continued feeding.

Exhaust to CTO

#4 RC / Selexorb:

Calciner temps brought down and reversed (M.V. 4/20)

Day shift: Down, hold. We will not need to clean as more Selexorb coming. When material is en route, fire up calciner again. We will also need to time this with Trimer usage between the other calciners (1, 5)

Afternoon Shift: On hold.

Midnight Shift: On hold.

Exhaust to Trimer

PK Blender / 1505 next:

Confirm with John Bodmann with how to use the partial bag of 1505 to dry back the 1 wet batch that is still in building 9. Hold the 1 batch that was wet. It will need to be dried back with help from the engineer.

Day shift: Hold for now. Will impreg more 1506 when we get 1505 calcined bags from #5 RC.

Afternoon Shift: On hold(no manpower)

Midnight Shift: On hold.

#5 RC / 1505:

We have made the switch back to 1505. Need to remember that we do not need 5A dust collector running with this product. **We need to check the suction twice every shift.**

Day shift: Continue 1505

Afternoon shift: Continued on.

Midnight shift: Continued on.

Exhaust to Trimer

#6 RC / D-0754:

Will need to get cleaned for Friday inspection (MV.4/15/14). Clean calciner, syntron and calciner discharge. Could not get calciner to rotate.

Day Shift: Finishing last clean-up items, putting screens in. Confer with Bodmann to verify what few things remain (general sweeping/debris removal around dryer and calciner, clean off scale, make sure everything closed up).

Afternoon shift: Final clean up and walkthrough just needed.

Midnight shift: Calciner and dryer should be ready to go. Did not light either dryer or calciner – no point without maintenance.

Exhaust to Sly Scrubber

Abbe Blender – D-5206:

We are ahead on this job and can run as manpower permits. We can run on the weekend and off shifts. Make sure to read Grodecki's instructions at the end of the shift notes regarding how to match up the lots of 5202.

Day shift: Down day shift (contractors)

Afternoon shift: No change.

Midnight shift: Continue running.

National Dryer / D-5206:

Make sure that we are taking the bags coming off the National dryer to the far railshed for the moment. We will not feed D-5206 to the calciner just yet.

Day shift: Continue feeding as material available.

Afternoon Shift:

Midnight Shift: Feed as material is available.

Tower 3 / DPT-101:

Loaded and running.

Day shift: Hold for chiller tie-in

Afternoon shift: Tower fired up.

Midnight Shift: Running.

Tower 6 / DPT-101:

Loaded and running.

Day shift: Hold for chiller tie-in

Afternoon shift: Tower fired up after compressor drive belt fell off and was fixed.

Midnight Shift: Running.

North Screener / Cu-1155 3/16 x 1/8

Switched screener to Cu 1155 3/16 x 1/8. All Cu-1155 3/16" x 3/16" has been isolated and cordoned off with red tape – DO NOT USE THIS MATERIAL.

Day shift: Continue ONLY when safe to screen. We are dismantling the south screener so no screening until the south is safely taken apart.

Afternoon Shift: On hold until we can get material removed from the South screener.

Midnight shift: Running.

South Screener / Cu-1986:

Switch screener to Cu 1155 3/16 x 1/8 when Cu-1986 is completed (after determining how to deal with left-over material in screener-bad motor)

Day shift: Screener feed arm separated from screener and tied-off ... tote under nitrogen. Upper level of screener removed to begin airing-out (oxidizing) the contents of the screener. See Kristen Kaput for guidance to continue dismantling the rest of the screener so that the motor can be accessed and replaced.

Afternoon Shift: Need to remove the material from the screener into a fines drum and let it oxidize in the pole barn. Make sure this is done safely and be careful with the material as it could react while handling.

Midnight shift: All material has been removed from screener and placed in fines drums for later oxidation. The screener has been taken apart.

Tunnel Kiln #3 / Cu Carb testing:

We have lit up zone #2 per the engineer and have added material to the kiln for the continuing testing.

Day shift: Continue with testing. Currently moving the half saggars located on the bottom of each stack to the top of each stack (per car).

Afternoon Shift: Continued switching saggars around.

Midnight shift: Continue switching saggars around as instructed.

Tunnel Kiln #4 / Cu-0540:

We will need to light this kiln in preparation for the Cu-0540. The MOD should be in the TK area already. The conveyor has been replaced in TK4.

Day shift: Continue

Afternoon Shift: Continued on.

Midnight shift: Continued on.

Old Pfaudler – cleaning for QAQ Trial:

Finishing cleaning

Day Shift: Continue setting up for QAQ trial. Need ready by Tuesday (follow cleaning sheet and contact Bodmann for details)

Afternoon Shift: Clean up continued. Just need to check vacuum.

Midnight Shift: All material staged with the exception of PM. Key is missing from key cabinet in CRT... has anyone seen it????

#2662 (east) Pill Machine / Zr-0403 1/8: Hold

Started to clean up and take apart machines in preparation for Zr material. We will use only one dust collector.

Day Shift: Continue cleaning/re-tooling

Afternoon shift: No change.

Midnight shift:

#2664 (west) Pill Machine / Zr-0403 1/8: Hold

Started to clean up and take apart machines in preparation for Zr material. We will use only one dust collector.

Day Shift: No change.

Afternoon shift: No change.

Midnight shift: HOLD

Harrop Kiln - Al-3921 T 3/16”:

Down... saggars have been removed, screener parts at TK#2

Day shift: HOLD

Afternoon shift: HOLD

Midnight shift: HOLD

New Pfaudler / Celenese Trial

The Pfaudler has been rinsed but not acid washed. Tentative start update the week of 4-21.

Day shift: HOLD...Will confirm Celenese Trial start-up date during production meeting on Monday.

Afternoon Shift:

Midnight shift:

HC-11 Tanks :

Acid washed Tanks 4 & 107; all tanks empty with the exception of Tank 2. (RAND - 3/24/14)

Day shift: No activity

Afternoon Shift:

Midnight shift: